Ingliston 20-8-81

Barton in command

ANDY BARTON won the main race of the day at Scottish MRC's Ritchies / Croall & Croall meeting at Ingliston on Sunday. Jim McGauchay notched up another two GT victories in his FES Renault, Tom Brown scored another FF1600 win, and with the track in perfect condition there were new class records for John Mackie's Mallock, and the Davrians of Ken Murray and George Coghill.

Otherwise, there were long, dullish patches in a seven-race programme which opened with the Central Park FF1600 qualifier. Bryan Gowans made the best start in his PRS, but Stewart Roden's Van Diemen was soon through. These two put on a fine scrap, which ended with Roden still just 0.5s ahead at the end. Ralph Halley retired his Crosslé to the pits while well in touch with the leaders in third place, and on the same ninth lap Alex McDonald, having inherited the place, threw it away with a spin at Arena that he looked to have been rehearsing.

Jim McGauchay in the FES Renault had no opposition on paper in the first Croall & Croall Trophy GT heat, but he found it hard to get cleanly away from the line and Ron Cumming's Fiat, with a flurry of wheelspin, was right beside him towards the Esses. But it couldn't last, not with McGauchay 3s a lap faster in practice. He simply lit the blue touch paper and disappeared on his way to a win by more than 40s in 10 laps. Murray Burgess's 5-litre Escort-Chevrolet, rebuilt after its July practice crash, held third place on the opening lap but dropped behind Alan Ritchie's Davrian and then pulled off at Southstand. Nobody else could stay on the same lap.

The Clubmans and Sports 2000 event should have been a cracker, with David Harrington's Mallock on pole position, Jim Stevenson's alongside and John Fyda's on the second row after practice problems. It certainly started that way, Harrington making the best start with Stevenson right behind. But there was some midfield uproar as too many cars went for the same width of road at the MacRobert Pavilion. Clive Reeves' Magnum was bounced about, eventually being lightly T-boned by Steve Buxton's Chevron. Both retired.

Up front the three fastest cars were putting on a terrific scrap, Fyda passing Stevenson for second place round the opening lap. But as they all howled down to the hairpin on lap 3, Stevenson crowded Harrington off on the outside. Harrington then damaged his car further in the infield, and pulled off to retire at Lefthander. Stevenson took the lead, having his problems with back-markers later on. Fyda's car wasn't handling as well as usual and couldn't keep up the pace, but John Mackie delighted himself by beating Richard Mallock for the Clubmans B class win, and set a new record into the bargain.

Ian Forrest's Drambuie Davrian had a poor start from pole position in the Ritchies Trophy one-litre GT heat, and eventually retired to the pits with a mangled gear linkage after getting back up to second. Ken Murray's Davrian and Ricky Gauld's Stiletto were quickest away, Gauld jinking round Forrest on the grid. But Murray had the bit between his teeth and romped off for an unchallenged win ahead of Kenny Coleman's Davrian. The midfield Imps had a riotous time, Ewen Buchan, for instance, gyrating right in front of the grandstand. David Ogilvy's Imp went out early with a dead engine, and Gauld's Stiletto finished with a nasty misfire.

Although the eligibility problems from the July meeting haven't yet been resolved, Tom Brown's Van Diemen, Roy Low's PRS and Vic Covey's PRS were the first three in practice for the Shell championship FF1600 race. And that's the way they finished the race, although Low led narrowly for the first lap and a half before Brown snicked inside at the hairpin. They were close for the first seven laps, then some sideways-on motoring at the hairpin dropped Low a few seconds back. Britain's farthest-north racing driver, Willie Hourie from Orkney, improving at every meeting, was a close fourth behind Covey at the end.

Dave Duffield, from pole position, just made the best start in the Mogil Motors race for *Formule Libre*. But Andy Barton, after his outright lap record at Oulton Park, was soon menacing him from close quarters, and took the lead on the outside of Clock on lap 2. On the same lap, Jim Stevenson's Mallock took third place from Dave Muter's Barton, only to be relegated again before the hairpin. Duffield closed on Barton from time to time, but Andy was always in control, pulling away past the grandstand whenever the Ralt got too close round Arena. Duffield dropped out of touch on lap 13, by which time Stevenson was having to be content with third place, only to find Muter spinning right in front of him a tenth of a second after taking the flag!

Jim McGauchay had another troubled start in the GT final — a race which was a shadow of its former self, especially since Walter Robertson was competing at Donington. But he soon swept away from the posse of Davrians, to win from Murray, Coghill who set a new class record in the Norfrost car — and Coleman. **R.F.**

FF1600 — 10 laps: 1. S. Roden (Van Diemen), 9m 14.9s (66.32 mph); 2. B. Gowans (PRS); 3. I. Nicolson (Hawke Mark 21); 4. K. Crosthwaite (Crosslé 25F); 5. A. Cromer (March 708); 6. G. Taylor (Merlyn Mark II). Fastest lap: Gowans, 54.2s (68.41 mph).

GT cars over 1000 cc — 10 laps: 1. J. McGauchay (1.9_FES Renault), 8m 30.8s (72.59 mph); 2. R. Cumming (1.8 Fiat Coupé); 3. A. Ritchie (1.1 Davrian); 4. H. McKinnon (1.1 Davrian); 5. J. Pinkerton (1.3 Mini); 6. J. Argo (1.3 Mini). Fastest lap 1001-1500 cc: Ritchie, 54.6s (67.91 mph). Fastest lap over 1500 cc: McGauchay, 49.5s (74.91 mph).

Sports cars — 12 laps: 1. J. Stevenson (1.7 Mallock Mark 21), 9m 50.3s (75.38 mph); 2. J. Fyda (1.7 Mallock Mark 18B); 3. J. Mackie (1.6 Mallock Mark 16B); 4. R. Mallock (1.6 Mallock Mark 21); 5. L. Jacobsen (2.0 Chevron B52); 6. B. Stevenson (2.0 Chevron B52). Fastest lap Clubmans B: Mackie, 50.4s (73.57 mph) New Class Record. Fastest lap Clubmans A: J. Stevenson, 47.7s (77.74 mph). Fastest lap Sports 2000: Jacobsen, 51.1s (72.56 mph).

GT cars under 1000 cc — 10 laps: 1. K. Murray (Davrian), 8m 59.9s (68.93 mph); 2. K. Coleman (Davrian); 3. H. Simpson (Davrian); 4. G. Coghill (Davrian); 5. W. Donald (Hillman Imp); 6. R. Gauld (Sunbeam Stiletto). Fastest lap: Murray, 52.7s (70.37 mph). New Class Record.

FF1600 — 12 laps: 1. T. Brown (Van Diemen RF80), 10m 41.1s (69.41 mph); 2. R. Low (PRS RH01); 3. V. Covey (PRS 81F); 4. W. Hourie (Crosslé 32F); 5. C. Stenhouse (Van Diemen RF81); 6. W. Warwick (Van Diemen). Fastest lap: Brown, 52.6s (70.49 mph).

Formule Libre — 15 laps: 1. A. Barton (2.0 March), 11m 19.2s (81.89 mph); 2. D. Duffield (1.6 Ralt RT4); 3. D. Muter (1.6 Barton JTB3); 4. J. Stevenson (1.7 Mallock Mark 21); 5. H. Kerr (2.0 Chevron B43); 6. M. Dunn (2.0 Chevron B40). Fastest lap under 1600 cc: Duffield, 44.4s (83.51 mph). Fastest lap over 1600 cc: Barton, 44.4s (83.51 mph).

GT cars — 15 laps: 1. J. McGauchay (2.0 FES Renault), 12m 43.0s (72.90 mph); 2. K. Murray (1.0 Davrian); 3. G. Coghill (1.0 Davrian); 4. K. Coleman (1.0 Davrian); 5. A. Ritchie (1.1 Davrian); 6. B. Burgess (1.0 Hillman Imp). Fastest lap under 1000 cc: Coghill, 52.0s (71.31 mph) New Class Record. Fastest lap 1001-1500 cc: Ritchie, 54.4s (68.04 mph). Fastest lap over 1500 cc: McGauchay, 49.0s (75.67 mph).